

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB 02H

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: SPRINGFIELD TOWNSHIP

CODE# 061-74121

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/11/03

CONTACT: JOHN MUSSELMAN

PHONE # (513) 522-4004

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 522-3704

E-MAIL : musselmanj@springfieldtp.org

PROJECT NAME: VALLEYDALE STREET RECONSTRUCTION

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☒ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☐ 1. Grant \$ 976,500.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,085,000.00

FUNDING REQUESTED: \$ 976,500.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 976,500

LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☒ State Capital Improvement Program

☐ Small Government Program

☐ Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2003 SEP 12 PM 1:18

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

Today these roads suffer from poor pavement conditions, which have resulted from the combination of improper pavement profile and an insufficient and undersized storm sewer system. A 1986 report, prepared for Hamilton County Department of Public Works and The City of Cincinnati, Division of Stormwater Management, by Savage, Walker and Associates, specifically describes on page 41 (*excerpts have been attached to this application*) "...virtually all storm sewer main lines and nearly all storm sewer laterals are undersized for the 10 year design criteria..."and that "...the lack of adequate storm sewer laterals within Valleydale create an overburden of the existing laterals..."

These streets suffer from large numbers of potholes, large areas of alligator cracking, and large areas where existing curb has either sunken or eroded to such a degree that the curbing is no longer functional. In addition, several of the streets have up-heaved joints creating obstacles and unsafe driving conditions for motorists. These up-heaved areas also allow gravel to settle and gather on the uphill side of the up-heaval, creating slippery conditions for motorists.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 819 Year: 2003 Projected ADT: 819 Year: 2004

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: 273

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 1,085,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>8 /02/03</u>	<u>4 /23 /04</u>
4.2 Bid Advertisement and Award:	<u>7 /30 /04</u>	<u>9 /17 /04</u>
4.3 Construction:	<u>10/04 /04</u>	<u>8 / 12/04</u>
4.4 Right-of-Way/Land Acquisition:	<u>NA</u>	

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed.

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

**FORCE ACCOUNT
DOLLARS**

a.) Basic Engineering Services:

\$.00

Preliminary Design \$.00

Final Design \$.00

Bidding \$.00

Construction Phase \$.00

Additional Engineering Services

\$.00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$.00

c.) Construction Costs:

\$ 935,200.00

d.) Equipment Purchased Directly:

\$.00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$.00

f.) Construction Contingencies:

\$ 149,800.00

g.) TOTAL ESTIMATED COSTS:

\$ 1,085,000.00

*List Additional Engineering Services here:

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>2,643.10</u>	1-PERCENT
b.) Local Revenues	\$ <u>.00</u>	
c.) Other Public Revenues	\$ <u>.00</u>	
ODOT	\$ <u>.00</u>	
Rural Development	\$ <u>.00</u>	
OEPA	\$ <u>.00</u>	
OWDA	\$ <u>.00</u>	
CDBG	\$ <u>105,856.90</u>	9-PERCENT
OTHER _____	\$ <u>.00</u>	
SUBTOTAL LOCAL RESOURCES:	\$ <u>108,500.00</u>	10-PERCENT
d.) OPWC Funds		
1. Grant	\$ <u>976,500.00</u>	90-PERCENT
2. Loan	\$ <u>.00</u>	
3. Loan Assistance	\$ <u>.00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>.00</u>	
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,085,000.00</u>	100-PECENT

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____
 STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

Today these roads suffer from poor pavement conditions, which have resulted from the combination of improper pavement profile and an insufficient and undersized storm sewer system. A 1986 report, prepared for Hamilton County Department of Public Works and The City of Cincinnati, Division of Stormwater Management, by Savage, Walker and Associates, specifically describes on page 41 (*excerpts have been attached to this application*) "...virtually all storm sewer main lines and nearly all storm sewer laterals are undersized for the 10 year design criteria..."and that "...the lack of adequate storm sewer laterals within Valleydale create an overburden of the existing laterals..."

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3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 1,085,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

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* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed.

The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	<i>MS. GWEN MCFARLIN</i>
TITLE	<i>PRESIDENT,</i> <i>SPRINGFIELD TOWNSHIP BOARD OF TRUSTEES</i>
STREET	<i>9150 WINTON ROAD</i>
CITY/ZIP	<i>CINCINNATI-45231</i>
PHONE	<i><u>(513) 522-1410</u></i>
FAX	<i><u>(513) 729-0818</u></i>
E-MAIL	<i>GMCFARLIN@SPRINGFIELDTWP.ORG</i>

5.2 CHIEF FINANCIAL

OFFICER	<i>SAME AS ABOVE</i>
TITLE	
STREET	
CITY/ZIP	
PHONE	() _____ -
FAX	() _____ -
E-MAIL	

5.3 PROJECT MANAGER

TITLE	<i>MR. JOHN MUSSELMAN</i>
STREET	<i>SERVICE DIRECTOR</i>
CITY/ZIP	<i>8375 WINTON ROAD</i>
PHONE	<i>CINCINNATI-45231</i>
FAX	<i><u>(513) 522-4004</u></i>
E-MAIL	<i><u>(513) 522-3704</u></i>

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

MS. GWEN MCFARLIN, PRESIDENT-SPRINGFIELD TOWNSHIP BOARD OF TRUSTEES

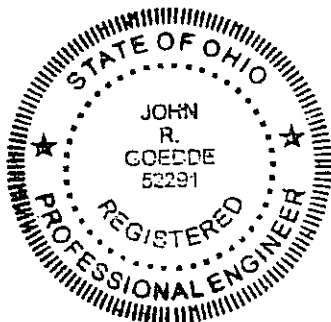
Certifying Representative (Type or Print Name and Title)

Gwen McFarlin 9/9/03
Signature/Date Signed

Valleydale Streets Reconstruction

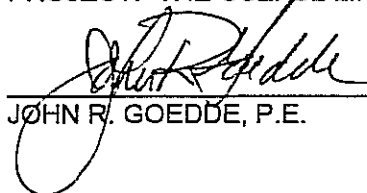
Construction Cost Estimate

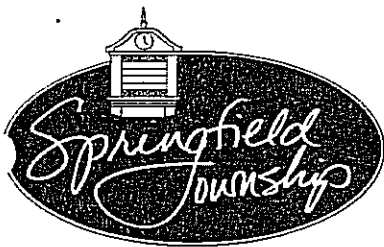
Item	Item Description	Unit	Est. Quantity	Unit Price	Amount
201	Clearing & Grubbing/Tree Removal	LS	1	20,000.00	20,000.00
202	Pavement Removed	SY	9,500	20.00	190,000.00
202	Manhole/Catch Basin Removed	EA	8	500.00	4,000.00
202	Pipe Removed	LF	450	10.00	4,500.00
202	Concrete Walk Removed	SF	5,500	1.00	5,500.00
202	Drive Apron Removed	SY	2,000	10.00	20,000.00
203	Excavation (to proposed subgrade)	CY	850	20.00	17,000.00
203	Undercut, Remove & Replace	CY	1,500	30.00	45,000.00
254	Pavement Planing (intersections)	SY	1,500	5.00	7,500.00
301	Bituminous Aggregate Base	CY	625	80.00	50,000.00
304	Aggregate Base	CY	1,250	40.00	50,000.00
403	Asphalt Concrete (leveling)	CY	320	80.00	25,600.00
404	Asphalt Concrete (surface)	CY	320	80.00	25,600.00
452	Concrete Drive Apron	SY	1,680	35.00	58,800.00
603	3" Conduit PVC (downspout lines)	LF	1,050	10.00	10,500.00
603	12"-15" Conduit	LF	2,500	40.00	100,000.00
603	18"-24" Conduit	LF	300	50.00	15,000.00
603	27"-30" Conduit	LF	100	80.00	8,000.00
604	Catch Basin, CB-3	EA	16	2,500.00	40,000.00
604	Manhole, MH-3	EA	16	2,000.00	32,000.00
604	Sanitary Manhole (reconstruct to grade)	EA	23	500.00	11,500.00
608	Concrete Walk	SF	5,500	4.00	22,000.00
608	Curb Ramp	EA	12	200.00	2,400.00
609	Concrete Curb & Gutter	LF	6,800	12.00	81,600.00
614	Maintain Traffic	LS	1	20,000.00	20,000.00
623	Construction Layout Stakes	LS	1	25,000.00	25,000.00
653	Topsoil Furnished & Placed	CY	400	30.00	12,000.00
659	Seeding & Mulching	SY	5,000	1.00	5,000.00
SPL	Utility Adjustments (water boxes, fire hydrants, etc...)	LS	1	35,000.00	35,000.00



Sub-Total	\$ 943,500.00
15% ± Contingencies	<u>141,500.00</u>
TOTAL	\$1,085,000.00

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT. THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS.


JOHN R. GOEDDE, P.E.



HAMILTON COUNTY, OHIO
Founded 1795

ADMINISTRATION

9150 WINTON ROAD
CINCINNATI, OHIO 45231
Phone (513) 522-1410
Fax (513) 729-0818
www.springfieldtwp.org

Trustee
Tom Bryan

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

Clerk
John Waksmundski

Township Administrator
Michael T. Hinnenkamp

Law Director
Laura A. Abrams

Police Chief
David J. Heimpold

Recreation Director
Melanie McNulty

Service Director
John B. Musselman

Development Services Director
Deanna Kuennen

Fire Chief
Robert Leininger

Community Services Director
Earl Abel

September 11, 2003

STATUS OF FUNDS REPORT

Project: VALLEYDALE STREET RECONSTRUCTION

This is to certify that the sum of \$108,500.00 is available as the local matching funds in connection with Springfield Township's application for State Capital Improvement Funds for the above-mentioned project.

The source of the local match will be Springfield Township Funds. Local matching funds have been encumbered and will be certified upon completion of the Project Agreement with the Ohio Public Works Commission.

SPRINGFIELD TOWNSHIP

Chief Executive Officer:


GWEN MCFARLIN

TRUSTEE, BOARD OF TOWNSHIP TRUSTEES

Chief Financial Officer:


GWEN MCFARLIN

TRUSTEE, BOARD OF TOWNSHIP TRUSTEES

RECORD OF PROCEEDINGS

Minutes of

Organizational

2002 Meeting

Held December 30

2002
(YEAR)

- **Finance Officer:**

- Project Applications:**

Mr. Honerlaw made a Motion to appoint Gwen McFarlin as the Finance Officer for the purpose of signing OPWC and SCIP Project Applications. Mr. Bryan seconded and the motion carried.

- Project Agreements:**

Mr. Bryan made a Motion to appoint Gwen McFarlin as the Finance Officer for the purpose of signing OPWC and SCIP Project Agreements. Mr. Honerlaw seconded and the motion carried.

- **Chief Executive Officer:**

Mr. Bryan made a Motion to appoint Gwen McFarlin as the Chief Executive Officer for the purpose of signing grant documents. Mr. Honerlaw seconded and the motion carried.

- **Clerk Authorization:**

Mr. Honerlaw made a Motion authorizing the Clerk to invest in certificates of deposit when funds are available. Mr. Bryan seconded and the motion carried.

- **Administrators Report:**

- **Contracts:**

Township Administrator Michael Hinnenkamp requested a Motion to approve 3-year contracts for the Administrator, Police Chief, Fire Chief, Service Director, and Development Services Director. Mr. Hinnenkamp added that this contract will be the same as the previous year and that the Administrator, Police Chief, Fire Chief, and Service Director have a year remaining on the current contract. Mr. Hinnenkamp noted that the FOP contracts were renewed this year and for simplification purposes, he requested that the FOP and Department Head contracts be due at the same time. Mr. Honerlaw made a Motion to approve the 3-year contracts for the Administrator, Police Chief, Fire Chief, Service Director, and Development Services Director beginning January 1, 2003 and ending December 31, 2005. Mr. Bryan seconded and the roll call was as follows:

Mr. Bryan, aye

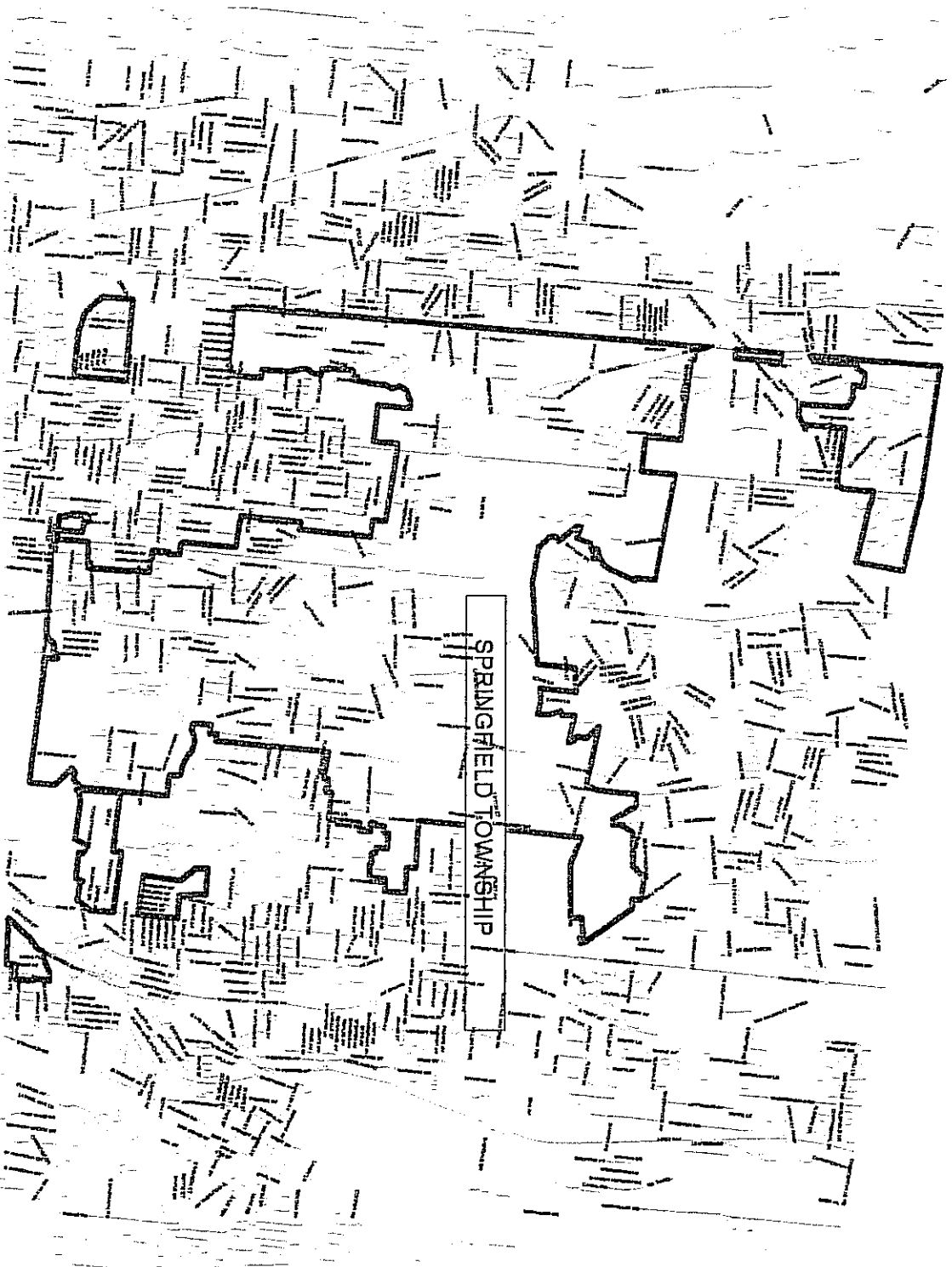
Mr. Honerlaw, aye

Ms. McFarlin, aye

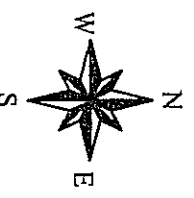
- **Compensation Review:**

Mr. Hinnenkamp requested a motion to approve the 2003 Salary Adjustments. Mr. Hinnenkamp added that these salaries were discussed in work sessions in early December and no official action was taken during these work sessions. Mr. Honerlaw made a Motion to approve the salary adjustments for 2003. Mr. Bryan seconded and the Motion carried.

Springfield Township



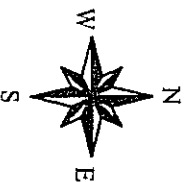
Streets



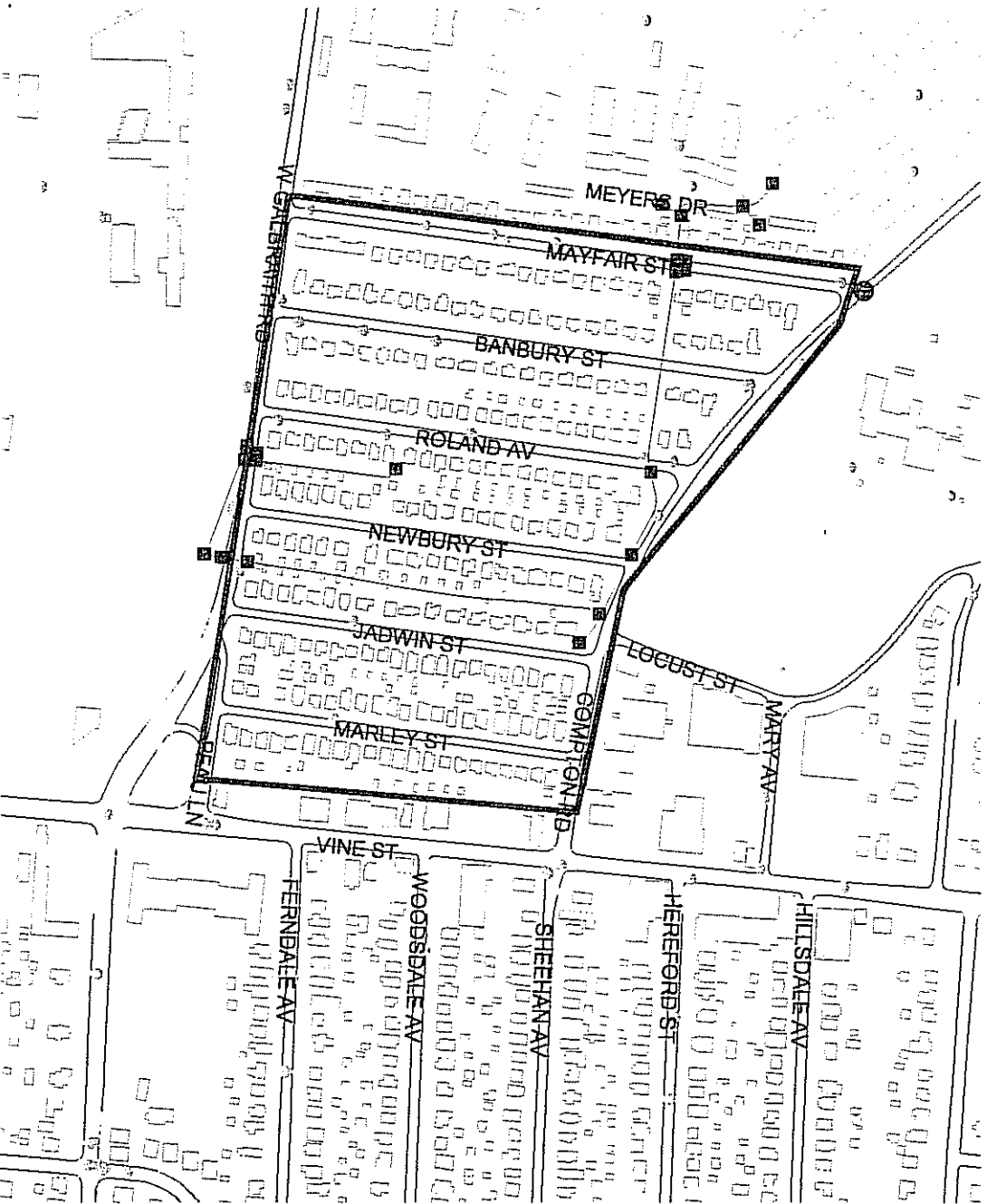
Vicinity Map Valleydale



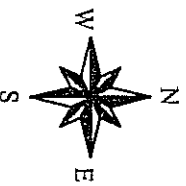
Pavement

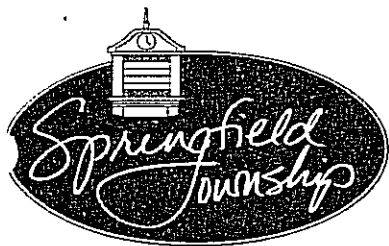


Vicinity Map Valleydale



- Smu_node.shp
- Smu_line.shp
- Miscellaneous Manholes
- Parcel Polygons
- Pavement
- Buildings





HAMILTON COUNTY, OHIO
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September 11, 2003

USER CERTIFICATION

Trustee
Tom Bryan

Project: VALLEYDALE STREET RECONSTRUCTION

Trustee
Joseph Honerlaw

Trustee
Gwen McFarlin

This is to certify that, to the best of my knowledge, the traffic data included in this application is correct.

Clerk
John Waksmundski

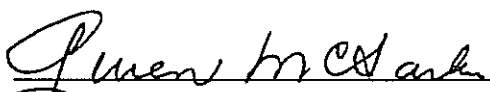
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ADDITIONAL SUPPORT INFORMATION

For Program Year 2004 (July 1, 2004 through June 30, 2005), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X NO (ANSWER REQUIRED)

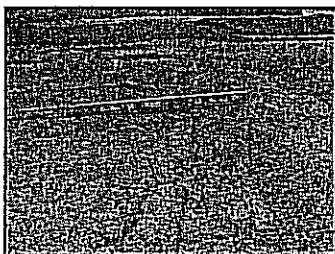
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

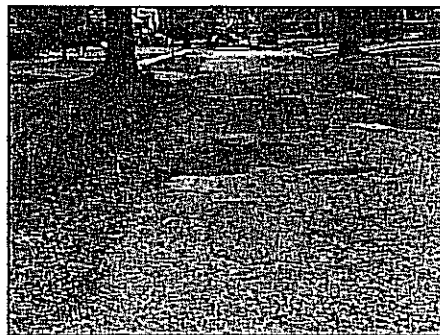
Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The Valleydale streets were constructed over 50 years ago, and were accepted by the Hamilton County Commissioners in 1949 (*Please see Attachment #1A – Street Acceptance Cards*). Today, all of the roads suffer from poor pavement condition, are missing curbs and have insufficient curb and curb inlets, lack adequate storm sewers, and generally create hazardous driving conditions for motorists. The following details specific physical conditions that exist as part of the Valleydale street system that require repair or replacement:

- There are several large "humps" in the pavements that create hazardous conditions for motorists. A videotape was taken to illustrate the poor physical condition of the road, and has been included as part of the Valleydale OPWC Application. Portions of the video captured vehicles bouncing over the humps as they traveled and navigated through the streets.
- The existing curbs suffer from general sunken conditions, disintegration, and/or are completely missing, as depicted in the following.

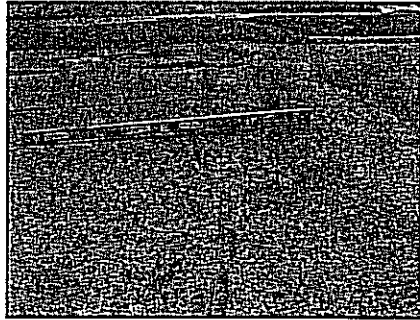


"Humps in road"



"Sunken curbs"

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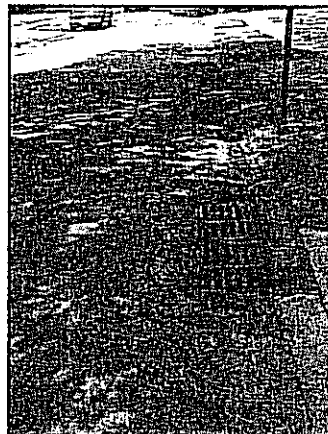
"Humps in road"

- The existing curbs suffer from general sunken conditions, disintegration, and/or are completely missing, as depicted in the following photos.



"Sunken curbs"

- Storm water ponds on the streets and into the driveway aprons due to the lack of sufficient curb and curb inlets, and the few catch basins that are present show severe deterioration.



"Deteriorated catch basins"

In addition, attached are portions of a 1986 Report prepared for the Hamilton County Department of Public Works and the City of Cincinnati by Savage Walker and Associates (*Attachment #1B -*

Congress Run Creek / Cilley Creek Drainage Study and Stormwater Management Plan). The report indicated that the existing storm sewers are substandard, specifically stating that, “virtually all storm sewer main lines and nearly all storm sewer laterals are undersized for the 10-year design criteria.”

The lack of profile and insufficiently sized storm sewers on the roadways permits the water to completely immerse many parts of the roadway, even in a light rain events. The “humps” in the pavements (which in themselves present hazards conditions) exasperate these water problems. The water flows laterally across the pavement in many Valleydale street locations, as well as longitudinally down the centerline of the roads.

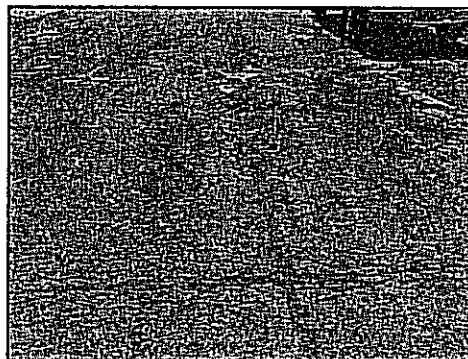
- The severe cracking and raveling of the streets results in the collection of loose gravel on the roadways, which also is a hazard to motorists.



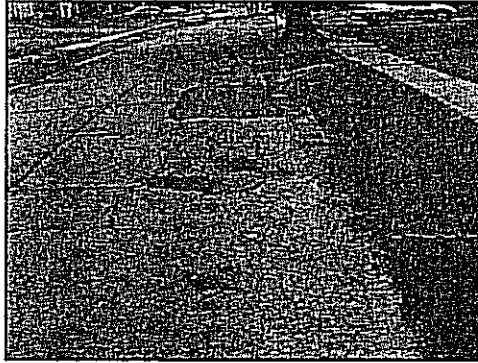
“Sever cracks and patching”

- Based on the *SHRP Manual*, the following types of pavement distresses are present on the Valleydale streets:

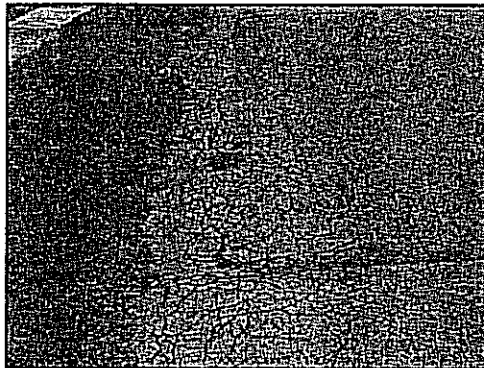
High Severity Fatigue Cracking and High Severity Fatigue Cracking with Spalled Interconnected Cracks



High Severity Block Cracking



High Severity Longitudinal Cracking as compared to the SHRP Distress Identification Manual



- All of the roads within Springfield Township's jurisdiction were last evaluated in 2000, by DAS, an independent consultant hired by the Township. The results of DAS's analysis were then inputted into a pavement management program used to rate the condition of the pavement. This program generated a projected maintenance report, which indicates that all six of the streets included in the Valleydale Reconstruction project require "reconstruction" and repairs should be made by year 2002 (*Attachment #1C – Highways – Report of Township Trustees*).

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Even though the Valleydale streets are residential in nature, many motorists use these streets as a short cut between Compton and Galbraith Roads. Truck traffic is also an issue on these streets, although "No Thru Trucks" signs have been posted.

The safety issues associated with the Valleydale Street Reconstruction Project primarily focus on the hazards that are created through the poor physical condition of the road. Safety on these six streets will be enhanced through the elimination of potential road hazards such as potholes, "humps", loose gravel, and standing water (*all road hazards have been photographed and documented throughout this application*). The entire roadway that exists today will be removed and rebuilt, so no longer will motorists be required to veer out of their travel lanes to avoid ice patches from ponding water or potholes.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

As part of the Valleydale Street Reconstruction, curb and gutter will be replaced and all undersized sections of storm sewer pipe will be replaced. The replacement of the undersized storm sewer pipe, including new storm sewer lateral and catch basins with curb inlets, will be a major improvement for the residents who live on these six streets. With an inadequate storm drainage system, frequent ponding of water in the road occurs, and even in light rain the lack of profile and inadequately sized storm sewer causes water to completely cover parts of the roadway. The new storm drainage system, combined with the correct pavement profile, will allow the pavement on these streets to properly drain, keep runoff from traveling on the pavement, and reduce ponding (a known attraction for mosquitoes and potential disease carrying insect).



"Standing and ponding water"

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 _____

Priority 2 _____

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The Valleydale Street Reconstruction Project is not designed to directly promote economic growth. However, the overall reconstruction of the streets and storm drainage system will prevent property values from declining in this neighborhood. Improved streets and drainage will encourage people to stay in the neighborhood, potentially stimulate reinvestment in property, and generally improve the appearance and value of the neighborhood.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

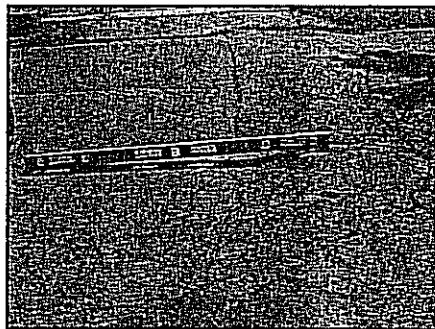
The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 29 of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

CDBG FUNDS - \$105,856.90

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The more serious traffic hazards that exist throughout the six streets included in the Valleydale Street Reconstruction Project are the up-heaved joints. These joints create "humps" in the roadway, which in turn become obstacles that motorist must try to navigate around (*as described in detail in other areas of this application*). The upheaved joints also present a danger to the Township snow plow operators in their attempts to clear snow in order to keep the roadways in a condition that allows vehicles to travel on.



"Up-heaved joint in roadway"

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS NA

Proposed LOS NA

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1 TO 2 MONTHS

- a.) Are preliminary plans or engineering completed? Yes _____ No X N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 7 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The Valleydale Street Reconstruction Project is not designed to have a regional influence.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

NA

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 819 X 1.20 = 983 Users

Water/Sewer: Homes 273 X 4.00 = 1092 Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type SPRINGFIELD TOWNSHIP ROAD LEVY

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 18 - PROGRAM YEAR 2004
PROJECT SELECTION CRITERIA
JULY 1, 2004 TO JUNE 30, 2005**

NAME OF APPLICANT: SPRINGFIELD TWP

NAME OF PROJECT: VALLEYDALE ST. RECON.

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

Appeal Score

23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - *Poorly documented importance*

0 - No measurable impact

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

5 - *Poorly documented importance*

0 - No measurable impact

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

Appeal Score

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

- 5) Will the completed project generate user fees or assessments? Appeal Score _____
- ☒ 10 - No
0 - Yes
- 6) Economic Growth – How the completed project will enhance economic growth (See definitions). Appeal Score _____
- 10 - The project will directly secure significant new employment
7 - The project will directly secure new employment
5 - The project will secure new employment
3 - The project will permit more development
☒ 0 - The project will not impact development
- 7) Matching Funds - LOCAL
- 10 - This project is a loan or credit enhancement
10 - 50% or higher
8 - 40% to 49.99%
6 - 30% to 39.99%
4 - 20% to 29.99%
2 - 10% to 19.99%
☒ 0 - Less than 10%
- 8) Matching Funds - OTHER
- 10 - 50% or higher
8 - 40% to 49.99%
6 - 30% to 39.99%
4 - 20% to 29.99%
2 - 10% to 19.99%
☒ 1 - 1% to 9.99%
0 - Less than 1%
- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions) Appeal Score _____
- 10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
☒ 4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.
- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)
- ☒ 5 - Will be under contract by December 31, 2004 and no delinquent projects in Rounds 15 & 16
3 - Will be under contract by March 31, 2005 and/or one delinquent project in Rounds 15 & 16
0 - Will not be under contract by March 31, 2005 and/or more than one delinquent project in Rounds 15 & 16
- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions) Appeal Score _____
- 10 - Major impact
8 -
6 - Moderate impact
☒ 4 - Minimal or no impact
- RED*
JPC

- 12) What is the overall economic health of the jurisdiction?
- 10 Points
 - 8 Points
 - 6 Points
 - 4 Points
 - 2 Points
- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

- 10 - Complete ban, facility closed
 - 8 - 80% reduction in legal load or 4-wheeled vehicles only
 - 7 - Moratorium on future development, *not* functioning for current demand
 - 6 - 60% reduction in legal load
 - 5 - Moratorium on future development, functioning for current demand
 - 4 - 40% reduction in legal load
 - 2 - 20% reduction in legal load
 - 0 - Less than 20% reduction in legal load
- Appeal Score _____

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?
- 10 - 16,000 or more
 - 8 - 12,000 to 15,999
 - 6 - 8,000 to 11,999
 - 4 - 4,000 to 7,999
 - 2 - 3,999 and under
- Appeal Score _____

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)
- 5 - Two or more of the above
 - 3 - One of the above
 - 0 - None of the above
- Appeal Score _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, *frequency*, and *severity* of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, **specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.**

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, *frequency*, and *severity* of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, **specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.**

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and *status of design plans as demonstrated by the applying jurisdiction and* OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the **type** of infrastructure being applied for.

Note: the District 2 Integrating Committee adopted this rating system on May 2, 2003.